

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2021/0744
<b>Date:</b>	10/11/2021
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 1 DP 571975 , 50 Lawrence Street FRESHWATER NSW 2096

### Officer comments

Further comments on further amended plans - 9/11/2021

The amended plans including plan No. DA1102 level 01 dated 5/11/21 showing the proposed left in/left out driveway detail have been reviewed. It is noted that TfNSW have confirmed in their correspondence dated 9/11/21 that they are satisfied with this means of preventing right turns to and from the Oliver Street driveway, and as such the amended plans have addressed all of the concerns previously raised and the development is now supported in terms of traffic matters subject to conditions as detailed below:

Comments on amended plans - 14/09/21

The amended plans have widened the driveway to Dowling Street to 5.5m however this has resulted in the loss of one offstreet parking space. There are now 8 parking spaces accessed off Dowling Street and 9 spaces accessed off Oliver Street, a total of 17 spaces. This is one less than the DCP requirement however is considered acceptable on this occasion given the proximity of the development to the Freshwater town centre, to bus services and to proposed bicycle routes along Dowling St all of which would act to reduce the demand for parking generated by the development.

The amended plans have also proposed relocation of the bus stop to the south of the Dowling Street driveway which eases potential congestion issues at the driveway and the intersection with Lawrence Street.

No adjustment has been made to incorporate a median island to prevent right turns to and from the Oliver Street driveway. This is considered necessary for safety and traffic efficiency reasons but can be addressed by conditions of consent.

It is also noted that outward opening screens are still proposed for the Lawrence Street footpath level which will impact upon available footpath widths. Screens should slide parallel to the property alignment or open inwards to maximise useable footpath width. This can be conditioned.

AS2890.1 section 3.2(b) requires that a pedestrian sight line triangle 2.5m x 2.0m be provided at the point where the driveway meets the property boundary. The current plans do not allow for clear sight lines to pedestrians at either driveway and given that the development is in a high pedestrian activity area it is considered essential that clear sight lines be available for pedestrians. This requires amendment to the plans

IT is still considered that further amendment to the plans are required to address the pedestrian sight line issues outlined above after which conditions of consent can be drafted to address the other outstanding matters.

### Original comments

The proposed development is for a shop top housing development comprising 11 units, 35 sqm allocated for business uses and 43 sqm for retail uses.

The apartment mix is 6 x 1 bedroom or studio apartments 3 x 2 bedroom units and 2 x 2 bedroom adaptable units.

### **Traffic Generation**

Traffic generation from the site will not be excessive with the traffic report indicating that the development will generate 10 trips in both the am and pm peak periods however given that existing uses on the site would generate traffic the overall increase in traffic flow would be less. These volumes are unlikely to impact to a significant extent upon traffic conditions in the surrounding road network.

### **Car Parking**

The Warringah DCP requires parking at a rate of 1 space per dwelling for 1 bedroom apartments, 1.2 spaces for 2 bedroom apartments and 1 space per 5 dwellings for visitors. For retail uses 1 space per 16.4 sqm is required and 1 space per 40 sqm for business uses. This equates to a parking requirement of 17.8 spaces.

The developer proposes to provide 18 car parking spaces. 9 will be accessed from Dowling Street, and 9 will be accessed from Oliver St. This meets the DCP requirement.

### **Bicycle Parking**

The Warringah DCP bicycle parking requirement is for 1 bicycle space per dwelling and 1 per 12 dwellings for visitors. For retail and business uses a space per 200 sqm is required. This would equate to approximately 13 bicycle parking spaces. The developer proposes secure bicycle parking areas for 13 bicycles spread over the two carparking levels. This is adequate

### **Servicing**

Section C3 of the DCP requires that adequate provision for staff, customer and courier parking should be provided. Given the retail uses on the site it is considered appropriate to provide a parking bay for courier and service vehicles. This would be in addition to the carparking requirements of the development. The developer has provided a single service vehicle bay capable of accommodating a small rigid vehicle. This bay could also be used for removalist vans and the like to meet the needs of residential premises. It appears that the level 1 carpark may have a clearance of 3.5m which would be sufficient for access by Small Rigid Vehicles however this should be confirmed on the plans

### **Vehicular access**

#### 1. Dowling St vehicular crossing

The proposed Dowling Street vehicle crossing is only 3.5m in width. The proximity of this driveway to Lawrence Street is likely to result in it being blocked by vehicles queuing on Dowling Street. In peak periods Dowling Street carries volumes of traffic of around 200 vehicles per hour and Lawrence Street carries volumes of around 700-800 vehicles per hour. At these times vehicles often queue back on Dowling Street beyond the location of the proposed driveway. This may result in vehicles being prevented from entering and exiting the driveway until traffic clears or a driver leaves a gap. As the Dowling Street driveway is proposed to be single width a vehicle waiting to enter would need to wait for an exiting vehicle to depart. This will further contribute to the likelihood of congested conditions. The above concerns would be eased if a driveway of 5.5m in width were proposed for the Dowling Street

vehicle access point to allow concurrent entry and exit of vehicles and plans should be amended to incorporate a wider vehicle crossing.

The Dowling Street driveway will also be blocked by buses stopping at the bus stop. The plans show relocation of the bus stop from the south to the north side of the crossing which will exacerbate the issue as buses pull up with the nose of the bus in line with the bus stop post. The bus stop post should be relocated to the south of the crossing to address this issue. It is also noted that an outdoor dining area is proposed for the Dowling Street frontage within close proximity to the bus stop. This is undesirable as it will result in congested conditions at the head of the bus stop where waiting bus passengers and seated diners will result in obstructed footpath conditions. Relocating the bus stop sign to the south of the proposed driveway will separate the bus and outdoor dining uses.

## 2. Oliver Street – vehicular crossing

Oliver Street is a Regional Road carrying high volumes of traffic and in peak periods traffic conditions at its signalised intersection with Lawrence Street can be congested. The proposed vehicle crossing from the site onto Oliver Street is sited approximately 30m south of the traffic signals where queued traffic will regularly extend beyond the crossing. Vehicles waiting to turn right into the proposed crossing would be exposed to rear end collisions from vehicles approaching from the south who would have limited approach sight distance. Vehicles waiting to turn right out of the crossing would have to wait for gaps in high volume streams of traffic in both directions. Given the above issues I have safety concerns about right turn movements to and from the driveway and consider that a median island should be constructed on Oliver Street to physically prevent right turn movements into and out of the driveway.

### **Other issues**

The outward opening screens onto footpath areas are likely to result in the proposed footpath dining areas pushing further out into the footpath area and restricting the available footpath width for pedestrians. Any screens should be sliding or inward opening to minimise impact on the footpath areas.

### **Summary**

The development in its current form is not supported and the plans should be amended to incorporate and/or address the concerns raised above

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

### **Recommended Traffic Engineer Conditions:**

## **DEVELOPMENT CONSENT OPERATIONAL CONDITIONS**

### **Existing Bus Stop**

The location of the existing bus stop on Dowling Street along frontage of the site is to be relocated to a new location on property frontage south of the proposed driveway. Plans for the relocation of bus stop and Bus Zone signage together with construction of a DDA compliant paved waiting bay and tactile tiles to be submitted for approval by Council's Traffic Committee and all required works implemented at no cost to Council.

Reason: To maintain suitable waiting and stopping facilities for bus services.

### **Service Vehicle Area**

The area designated as manoeuvring areas must be kept clear of obstructions at all times. Vehicles must not be required to queue on public roads at any time.

Reason: To ensure compliance with Australian Standards and prevent obstructions to traffic flows.

### **Stacked Parking Spaces (Residential)**

Stacked parking spaces are to be assigned to the same residential unit which blocks in the parking space.

Reason: To minimize conflicts regarding parking areas.

### **Road Occupancy Licence (ROL) from Roads and Maritime Services**

The developer shall apply for a Road Occupancy Licence (ROL) from the RMS Transport Management Centre (TMC) prior to commencing work within the classified road reserve or within 100m of traffic signals. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified with 'Prepare a Work Zone Traffic Management' accreditation or equivalent. Should the TMP require a reduction of the speed limit, a Direction to Restrict will also be required from the TMC.

Reason: To inform the relevant Roads Authority of proposed disruption to traffic flows.

## **CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE**

### **Vehicular Swept Paths**

Vehicular swept paths must be provided to demonstrate all vehicles (including service vehicles) can enter and depart the site via its Oliver Street driveway in a forward direction via the proposed left in/left out arrangement as detailed in plan DA 1102 Level 01 issue E without encroaching on required car parking spaces. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

Details demonstrating compliance with this condition must be submitted to the Certifying Authority prior to the issue of the construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

### **Construction Traffic Management Plan**

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Due to heavy traffic congestion throughout the town centre, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase
- The proposed order in which works on the site will be undertaken, and the method statements

on how various stages of construction will be undertaken

- Make provision for all construction materials to be stored on site, at all times
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site
- Make provision for parking onsite. All Staff and Contractors are to use the basement parking once available
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian traffic
- The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site
- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent
- Proposed protection for Council and adjoining properties
- The location and operation of any on site crane

The CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

### **Removal of Redundant Driveways**

All redundant driveways shall be removed and reinstated to Council standard kerb and gutter. Suitably prepared plans shall be submitted to for an approval under and approved by Council prior to the issue of the Construction Certificate. All costs associated with the works shall be borne by the applicant.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy.

## **CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT**

### **Work Zones and Permits**

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane and a Roads and Maritime Services Road Occupancy License shall be obtained for any works on Oliver Street or impacting upon the operation of the traffic signal controlled intersection of Oliver St/Lawrence St.

Reason: To ensure Work zones and associated permits are assessed, monitored and installed correctly.

### **Road Occupancy Licence**

Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy License from Transport Management Centre for any works that may impact on traffic flows on Oliver St.

Reason: Requirement of TMC for any works that impact on traffic flow.

### **Demolition Traffic Management Plan**

As a result of the site constraints, limited vehicle access and parking, a Demolition Traffic Management Plan (DTMP) shall be prepared by an suitably accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commencing any demolition work.

Due to heavy traffic congestion throughout the area, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm.

The DTMP must:-

- Make provision for all construction materials to be stored on site, at all times.
- The DTMP is to be adhered to at all times during the project.
- Specify construction truck routes and truck rates. Nominated truck routes are to be distributed over the surrounding road network where possible.
- Provide for the movement of trucks to and from the site, and deliveries to the site. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site is not permitted unless prior approval is granted by Council's Traffic Engineers.
- Specify that, due to the proximity of the site adjacent to ##### School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).

- Include a Traffic Control Plan prepared by an RMS accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
- Specify that a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes, structures proposed on the footpath areas (hoardings, scaffolding or temporary shoring) and extent of tree protection zones around Council street trees.
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the DTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities. These communications must be documented and submitted to Council prior to work commencing on site.
- Specify spoil management process and facilities to be used on site.
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of demolition. At the direction of Council, the applicant is to undertake remedial treatments such as patching at no cost to Council.

The DTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Demolition Traffic Management Plan is submitted.

Reason: This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. The DTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site.

## **CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK**

### **Implementation of Demolition Traffic Management Plan**

All works and demolition activities are to be undertaken in accordance with the approved Demolition Traffic Management Plan (DTMP). All controls in the DTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate RMS accreditation. Should the implementation or effectiveness of the DTMP be impacted by surrounding major development not encompassed in the approved DTMP, the DTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved DTMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

Reason: To ensure compliance and Council’s ability to modify the approved Construction Traffic Management Plan where it is deemed unsuitable during the course of the project.

### **Implementation of Construction Traffic Management Plan**

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate RMS accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

## CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE

### **Traffic Islands, Signage and Linemarking – External**

A plan demonstrating the proposed signage, line marking and traffic islands within Council's Public Domain including:

- engineering details of the proposed traffic islands on the Oliver Street driveway
  - signage and markings to control left in and left in movements to and from the Oliver Street driveway
  - signage adjustments to facilitate relocation of the Dowling Street Bus Zone
- shall be prepared by a suitably qualified person and submitted to and approved by the Local Traffic Committee and installed in accordance with the approved plans prior to the issue of any Occupation Certificate.

Note: The applicant is advised that the plan will require approval by the local Traffic Committee if the proposal requires change in existing parking conditions or prohibition of traffic movements and hence, adequate time (min 2 months) should be allowed for this process

Reason: To ensure consistent parking amenity and traffic safety.

### **Stacked Parking Spaces (residential)**

Each stacked parking space is to be assigned to the same residential unit which is assigned the space which blocks access. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To minimize conflicts regarding parking areas.

### **Shared Zone Bollard**

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

### **Footpath Construction**

The footpath, in accordance to Council's standard specifications, shall be constructed along the property frontage to Council's satisfaction. Confirmation from Council's development engineer that the footpath has been completed to Council's satisfaction are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To provide pedestrian access to and from the property.

## ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

### **Sight lines within carparks**

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage. proposed landscaping and planter beds adjacent to



the Dowling Street driveway shall be ground cover only

Reason: To maintain unobstructed sight distance to pedestrians.